Appendix E2

SEPA Checklist / DNS

Washington State Department of Transportation

I-82/South Union Gap Interchange – Construct Ramps Project

Request for Proposal

July 30, 2018

Washington State Department of Transportation

PERMIT
FORTHCOMING

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of a proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

A. Background [HELP]

1. Name of proposed project, if applicable:

I-82 S. Union Gap Interchange – Construct Ramps

2. Name of applicant:

Washington State Department of Transportation (WSDOT)

3. Address and phone number of applicant and contact person:

SEPA Responsible Official

William M. Sauriol
WSDOT South Central Region Environmental Manager
2809 Rudkin Rd.
Union Gap, WA 98903
509-577-1752

Project Engineer

Bob Hooker
WSDOT SCR Design Project Engineer
2809 Rudkin Rd
Union Gap, WA 98903
509-577-1760

4. Date checklist prepared:

April 5, 2018

5. Agency requesting checklist:

WSDOT

6. Proposed timing or schedule (including phasing, if applicable):

The project is planned for approximately 18 months, from Summer 2019 to Fall 2021, working continuously until the project is complete.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No further activity, other than normal highway maintenance, is planned.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following environmental information has been or will be prepared for the project:

- National Environmental Policy Act Categorical Exclusion

- WSDOT Endangered Species Act Programmatic Biological Assessment
- Cultural Resource Report
- Section 106 Unanticipated Discovery Plan
- Air Quality Conformity Demonstration Memo
- Hazardous Materials Analysis
- Asbestos Survey Report
- Noise Discipline Report
- Visual Quality Evaluation
- Wetland and Stream Report
- Preliminary Hydraulic Report
- Geotechnical analysis
- Hydraulic Assessment Summary Memo

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no pending governmental applications or approvals that may affect the highway right of way where this project is located.

10. List any government approvals or permits that will be needed for your proposal, if known.

The following permits or approvals are needed for this project:

- US Army Corps of Engineers Section 404 Clean Water Act Nation Wide Permit
- WA Department of Ecology Section 401 Clean Water Act Letter of Verification
- WA Department of Ecology Section 402 National Pollution Discharge Elimination System General Stormwater Permit
- Yakima County Shorelines Permit
- Yakima County Critical Areas Ordinance Permit
- Yakima County Noise Variance

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

WSDOT plans to construct a new on-ramp from the City of Union Gap (Union Gap) to Interstate 82 (I-82) westbound and a new off-ramp from I-82 eastbound to Union Gap; the on- and off-ramps would include construction of new retaining walls. WSDOT also plans to rehabilitate existing Bridge 97/145E and construct a new single-lane bridge over I-82, as well as install new guardrail and traffic signs, and electrical for a new Variable Message Sign (VMS). None of the project will take place within the City of Union Gap boundaries.

WSDOT will select a Design/Build Contractor to complete the final design of the permanent structures, which will meet WSDOT structural standards and applicable regulatory requirements. The Design/Build Contractor will be responsible for developing a construction sequence; however, the following is WSDOT's estimate of how the project might be constructed:

- Complete project design
- Construct new bridge spanning I-82
- Re-align US 97 onto I-82 westbound onto the new bridge
- Rehabilitate existing Bridge 97/145E
- Build I-82 on-ramp from Main Street to I-82 westbound, and realign the loop ramp from US 97 to Main Street

- Build retaining wall between new I-82 off-ramp from I-82 eastbound to Main Street, and existing off-ramp from I-82 eastbound to US 97
- Build new off-ramp from I-82 eastbound to Main Street
- Repave Main Street
- Install electrical cable and VMS

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located east of the City of Union Gap, WA, on I-82 between MP 37.0 and MP 38.50 within Section 8, T. 12 N., R. 19 E.W.M., in Yakima County. A vicinity map is attached.

B. Environmental Elements [HELP]

1. *Earth* [help]

a. General description of the site:

The project lies within the Yakima River valley.

☒ Flat

☒ Other: Slopes associated with I-82 roadway

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope on the site is approximately 50%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Most of the soils in the project area is common borrow, which was used to construct the roadway. The general soils type in the project area is Ashue-Weirman (WA046). The agricultural soils type in the project area is Kittitas silt loam; however, these agricultural soils will not be removed during construction of the project since they are located in an area that will be filled.

The bedrock geology of the south Union Gap area consists of Miocene flood basalts of the Columbia River Basalt Group, which were extruded under pressure between 40 and 2 million years ago as the Farallon Plate subducted under the North American Plate. North-south compression has folded these flood basalts into folds, forming a series of east-west-tending anticlines and synclines (valleys and ridges). The Yakima River appears to predate these folds, as it cuts directly through them, rather than establishing a course through the valleys. This occurred when the preexisting river continuously cut down into the slow-rising anticline, forming distinct gaps such as Selah Gap and Union Gap.

The basalt at South Union Gap is mantled by flood plain deposits laid down in the Holocene, along with colluvium from adjunct hills reworked to varying degrees by the Yakima River and its tributary streams. These alluvial soils include the Weirman, Umapine, Ashue, and Kittitas series. Flood control measures and the I-82 prism have contained the river and prevented it from meandering, creating the largely artificial landscape seen in the area today. (David J Alt, 1984 and the USDA Soil Conservation Service, 1958)

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Although there are no unstable soils in the immediate project area, in early October 2017, large cracks trending north-northwest were observed in an approximately 20-acre section of the Rattlesnake Hills southeast of Union Gap. This area, named the Rattlesnake Hills Landslide, is located above and north of a quarry managed by Columbia Asphalt, which is bounded to the south and west by Thorp Road and I-82. Monitoring stations have been installed to observe the progress of the slow-moving slide. WSDOT has placed concrete-filled Conex containers between Thorp Road and I-82 to provide rock-fall protection, and portable signs along I-82 to caution drivers of the potential for rockfall.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The purpose of the approximately 16,500 cubic yards of fill is to construct two additional ramps to complete the South Union Gap interchange. The source of the fill will be dependent on Design/Build contract documents and will meet WSDOT specifications.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion may occur. However, the Design/Build Contractor will develop a WSDOT-reviewed Temporary Erosion and Sediment Control (TESC) plan that will be implemented during construction, and will identify BMPs to reduce/prevent erosion. Permanent stormwater treatment will consist of infiltration and natural dispersion, which is similar to the existing stormwater treatment. Stormwater analysis and treatment will be completed according to WSDOT's *Highway Runoff Manual*.

WSDOT will obtain a NPDES Construction Stormwater General Permit prior to construction, and will transfer it to the Design/Build Contractor for implementation.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 21% of the entirety of the project footprint will be covered with impervious surface after construction is complete.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The Design/Build Contractor will develop the following plans, which will be implemented either during or after construction:

- A TESC plan that will identify BMPs to reduce/prevent erosion;
- A Spill Prevention Control and Countermeasures (SPCC) plan that will address accidental spills and emergency procedures;
- A Roadside Restoration Plan that will address soils disturbed by and trees removed during construction, and native species that will be re-planted.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment powered by gasoline or diesel fuel may temporarily increase hydrocarbons and greenhouse gas emissions during project construction. Dust due to excavation and grading may occur but will be controlled by using water spray trucks or other dust suppression BMPs where possible. Air quality will return to existing conditions once construction is complete.

The project will not significantly affect or alter traffic patterns or capacity, and greenhouse gas emissions will return to existing conditions once construction is complete.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No known off-site sources of emissions or odor will affect the project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Source control BMPs may be used as necessary during construction to ensure compliance with all federal, state, and local air quality regulations and ordinances. Temporary air quality impacts will return to existing conditions once construction is complete.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

- Spring Creek, which flows into Wide Hollow Creek
- Wide Hollow Creek, which flows into the Yakima River
- Yakima River, which flows into the Columbia River
- Wetlands

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The work will include construction of on- and off- ramps and new retaining walls adjacent to the Yakima River, Wide Hollow Creek, Spring Creek, and area wetlands.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The project will result in approximately 175 cubic yards (0.14 acre) of permanent fill to one wetland within the project area. The source of the fill will be dependent on Design/Build contract documents and will meet WSDOT specifications.

There will be no impacts to Spring Creek or Wide Hollow Creek, or their buffers.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project will not require surface water withdrawals or diversions. However, water may be needed for the project to control dust during excavation, and will be obtained from a legal and approved source.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The project lies within the 100-year floodplain of the Yakima River; however, WSDOT has designed the project so that there will be no rise to the Yakima River floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The project will have no discharges of waste materials to surface waters.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The project will not withdraw groundwater from a well. However, water may be needed for the project to control dust during excavation, and will be obtained from a legal and approved source.

The project will not discharge water to groundwater.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The project will have no discharges into the ground.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff management for the existing highway is natural dispersion and infiltration, which will continue once construction is complete. A stormwater management analysis and plan will be developed that is consistent with WSDOT's *Highway Runoff Manual*.

2) Could waste materials enter ground or surface waters? If so, generally describe.

The project design includes BMPs that will be in place during construction to reduce impacts if accidental spills occur. The Design/Build Contractor will develop and implement a WSDOT-reviewed SPCC plan to identify potential spill sources, which will include a plan to mitigate impacts if spills occur.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The project will not alter or affect drainage patterns in the project vicinity.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The Design/Build Contractor will be responsible for developing and implementing the following, which will be reviewed by WSDOT:

- A TESC Plan that will identify BMPs to reduce/prevent erosion during construction, and control ground and surface water runoff impacts. No impacts to drainage patterns are expected.
- A SPCC Plan that will outline measures that will address accidental spills and emergency procedures, and identify BMPs that will be available in case of an accidental spill.

4. Plants [help]

a. Check the types of vegetation found on the site:

☒ grasses

☒ wet soil plants

☒ non-native roadside grasses, non-native ornamental trees

b. What kind and amount of vegetation will be removed or altered?

Approximately 30 acres of non-native vegetation will be removed.

c. List threatened and endangered species known to be on or near the site.

There are no threatened and endangered plant species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Disturbed areas will be re-seeded using a native seed mix.

e. List all noxious weeds and invasive species known to be on or near the site.

Noxious weeds and invasive species known to be on or near the project area include:

- Kochia
- Perennial pepperweed
- Puncturevine
- Absinth wormwood
- Common teasel
- Field bindweed
- Hairy whitetop
- Reed canarygrass
- Russian olive
- Spiny cocklebur
- Bull thistle
- Canada thistle
- Yellowflag iris

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

birds: hawk, osprey, heron, eagle, songbirds
mammals: deer
fish: salmon, trout

b. List any threatened and endangered species known to be on or near the site.

An Informal Programmatic Biological Assessment was completed on August 23, 2017, and provided to the US Fish and Wildlife Service and National Marine Fisheries Service. The following threatened and endangered species and their critical habitats could occur in the project area:

- Gray Wolf
- Western Yellow-Billed Cuckoo
- Marbled Murrelet
- Bull Trout
- Middle Columbia River Steelhead
- Middle Columbia River Steelhead Critical Habitat

c. Is the site part of a migration route? If so, explain.

Wide Hollow Creek is a tributary to the Yakima and Columbia Rivers, and a known migration route for several salmonid species.

d. Proposed measures to preserve or enhance wildlife, if any:

There are no proposed measures to preserve or enhance wildlife. However, the following minimization measures will be utilized during construction to reduce impacts:

- Erosion control measures will include project-specific TESC and SPCC plans.
- BMPs will be installed and maintained within 200 feet of surface waters to ensure no foreign material from construction enters any wetlands, or flowing or standing water.

- Stormwater will be infiltrated and/or dispersed when possible.
- No contractor staging or fueling areas within 200 feet of waterbodies or wetlands.
- Removal of riparian vegetation will be minimized, with no damage to roots.
- Existing riparian vegetation outside the work area will not be removed or disturbed.
- Erodible earth not being worked will be covered, using an approved soil covering practice.
- Removed vegetation and all exposed areas will be replanted with approved native or non-invasive seed mix.
- The boundaries of clearing limits will be clearly flagged to prevent disturbance outside of the limits.
- High visibility fencing will be installed to protect sensitive areas.
- Equipment will be checked daily for leaks, and will be well maintained to prevent lubricants and any other deleterious materials from entering waterbodies or wetlands.
- Inlets and catchments will be protected from stormwater runoff.
- Concrete truck chute cleanout areas will be established to properly contain wet concrete and wash water, and prevent it from entering wetlands or other waterbodies.
- No paving or stripe painting will be initiated in rainy weather.
- Fill placement will be located in a way that minimizes impacts to sensitive areas.
- Temporary lighting for night work will be directed away from waters with listed fish species to the greatest extent possible to prevent light from shining on surface waters.

e. List any invasive animal species known to be on or near the site.

There are no invasive animal species known to be on or near the site.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Construction of the project will require gasoline or diesel fuel to operate the construction equipment and vehicles.

A trench will be dug within the existing right of way and in existing fill in order to place an electrical line that will provide electric power to a new VMS.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project will not affect solar energy use.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

This project may include the use of solar-powered traffic control signs and signals.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

During construction, petroleum products will be needed. The Design/Build Contractor will develop and implement a project-specific, WSDOT-reviewed SPCC plan that will address accidental spills and emergency procedures.

Approximately 15 linear feet of transite pipe that is attached to Bridge 97/145E is presumed to contain asbestos-containing material; however, the pipe will not be disturbed during construction.

1) ***Describe any known or possible contamination at the site from present or past uses.***
See 7.a.

2) ***Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.***
There are no other known hazardous chemicals/conditions that might affect project development and design.

3) ***Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.***
Fuels and solvents may be used during construction of the project. The Design/Build Contractor will develop and implement a project-specific, WSDOT-reviewed SPCC plan that will address accidental spills.

4) ***Describe special emergency services that might be required.***
The project will not require any special emergency services. However, if an emergency occurs, state and local emergency service responders or providers will be notified.

5) ***Proposed measures to reduce or control environmental health hazards, if any:***
The Design/Build Contractor will develop and implement a project specific, WSDOT-reviewed SPCC plan that will address accidental spills and emergency procedures.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
Highway traffic is the dominant source of noise within the project area.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Temporary increases to noise levels during construction will occur and may include 24-hour work days due to road construction, land excavation, and equipment operation. Noise levels will return to existing conditions once construction is complete.

3) Proposed measures to reduce or control noise impacts, if any:
WSDOT modeled two noise barriers for their potential to reduce permanent noise impacts. The modeled noise barriers meet WSDOT's feasibility criteria, but did not meet the reasonable criteria; therefore, a noise barrier will not be included as part of the project. WSDOT will reassess the analysis if changes are made to the project's vertical or horizontal alignment.

During construction, a noise variance may be required from Yakima County if night work is required. Construction noise can be reduced by using enclosures or walls to surround noisy equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment farther away from sensitive receptors, such as homes.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

I-82 is part of the National Highway system. Nearby uses include residential and municipal. The project will not affect current land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Historic topographic maps dating back to 1936 show that the project corridor was undeveloped for the most part, with the 1985 topographic map showing that I-82 had been constructed. No agricultural or forest land of long-term commercial significance will be converted to other uses as a result of this project.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The project will not affect or be affected by surrounding working farm or forest land.

c. Describe any structures on the site.

There is one bridge (Bridge 97/145E) within the project area.

d. Will any structures be demolished? If so, what?

No structures will be demolished. However, Bridge 97/145E will be rehabilitated, and a new single lane bridge will be constructed just north of existing Bridge 97/145E.

e. What is the current zoning classification of the site?

The current zoning classification is Highway/Tourist Commercial.

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation of the vicinity is Urban Residential.

g. If applicable, what is the current shoreline master program designation of the site?

The current shoreline master program designation of the project area is Urban, Conservancy, and Floodway/CMZ.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Floodplain, Wetlands

i. Approximately how many people would reside or work in the completed project?

No people would reside or work in the completed project.

j. Approximately how many people would the completed project displace?

No people would be displaced by the completed project.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project supports an existing transportation facility that is compatible with existing and projected land uses and plans.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No mitigation measures are proposed since there are no impacts to agricultural and forest lands.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The project will not provide any housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project will not eliminate any housing units.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest structures will be the new concrete US 97 bridge over I-82 and a new concrete retaining wall on I-82 eastbound, both of which will be approximately 20 feet tall.

b. What views in the immediate vicinity would be altered or obstructed?

Leisure Mobile Home Park: This view has the natural area around the Yakima River forming the backdrop and confining the view. The middle ground is taken up with the existing interchange, and is a mix of native and non-native plants. The foreground is the housing area itself, and includes non-native plants and a series of retaining walls. There are few encroachments visible in the form of roadway signage and the power line. The rail line lies between the housing area and the majority of the interchange.

Single family dwellings located on Freeway Avenue: Views from the backyards include the native plant area around Spring Creek in the foreground. Beyond the native plant area is the roadside (covered in native grass and non-native invasive species), an embankment and then I-82, with the large trees adjacent to the Yakima River forming the backdrop to the view. Many homes along Freeway Avenue have 6-foot tall privacy fences between the edge of their backyards and the natural area.

I-82 at MP 37.82: This view, which will be seen by users of I-82, will be of the new bridge area, which is confined by the contour of the land. Background views will be restricted by the bridge, which visually bisects the view. The middle ground contains roadway views, bridge embankments and some non-native vegetation in the medians. Native vegetation between the roadway and the Yakima River are seen to the east.

Main Street on-ramp looking east: The large hill in the background of this view is dramatic. The existing bridge in the middle ground partially blocks views of the hill. A power line further cuts the view in the middle ground. The bridge embankment ends the view in the middle ground. Foreground views are pastoral. The railroad line runs along the roadway to the south. A fence line borders the roadway to the north, and native and non-native vegetation, including trees, are visible adjacent to the bridge embankment.

c. Proposed measures to reduce or control aesthetic impacts, if any:

WSDOT's policy is to remove the minimum amount of vegetation necessary to complete a project. All soils disturbed by construction activities, including any staging areas, will be decompacted and reseeded with a native grass mix including pollinator species, unless those soils are to be routinely disturbed.

Trees removed by a project will be replaced at various replacement ratios based upon diameter of trunk at breast height and from within the limits of the project from which they were removed. A tree count will be conducted to determine the number and size of

trees to be removed by the project. All plant materials, including seeding, will be funded by the project for weed suppression and plant establishment.

WSDOT intends to implement an Aesthetics and Roadside Restoration Plan to ensure cohesiveness throughout the entirety of the I-82 Yakima corridor.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Temporary construction activities may occur at night, which would require night lighting.

Luminaires will be added to the new I-82 northbound on-ramp, which will be directed toward the roadway.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light or glare from the finished project will not be a safety hazard, and will not interfere with views beyond what was described in Section 10.b.

c. What existing off-site sources of light or glare may affect your proposal?

There are no off site sources of light or glare that may affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Fullbright Park, fishing

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

There are no buildings, structures, or sites that are located on or near the project that are over 45 years old.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

A WSDOT Cultural Resources Specialist developed a Cultural Resources Report dated October 31, 2017, for the project. The report identified Union Gap, or Pahotakyut, as a significant historic site for its association with the events of the Yakama War, and with significant persons including Chief Kamiakin and Philip Sheridan. The area may retain traditional cultural or religious significance to the Yakama Nation.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and

the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

A WSDOT Cultural Resources Specialist conducted a site review and completed a Cultural Resources Report in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. No impacts to cultural or historic resources are anticipated as a result of the project.

WSDOT has consulted with the Yakama Nation, Nez Perce Tribe, and the State Historic Preservation Officer.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

WSDOT developed an Unanticipated Discovery Plan for the project that will be followed during construction.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project area contains three main transportation corridors: Main Street within the City of Union Gap (Main Street), US 97, and I-82.

Main Street consists of an at-grade, four-lane, undivided roadway with a posted speed limit of 35 miles per hour (mph). Main Street southbound provides access to Fullbright Park, Leisure Hill, and US 97 southbound; this roadway segment consists of one travel lane with a posted speed limit of 35 mph. Portions of this roadway are elevated to cross over the Main Street southbound on-ramp to I-82 eastbound, the BNSF Railway corridor, and Ahtanum Creek.

US 97 consists of a four-lane, undivided roadway with a posted speed limit of 55 mph. The roadway segments within the project area primarily include ramps consisting of one travel lane. South of the I-82 interchange, the US 97 northbound and southbound lanes are mostly elevated to cross over Ahtanum Creek, the BNSF Railway corridor, the off-ramp to Main Street northbound, and Wide Hollow Creek. The US 97 northbound off-ramp to Main Street northbound consists of one travel lane with a posted speed limit of 25 mph on the ramp and 35 mph connecting to Main Street. North of the I-82 interchange, the US 97 northbound lanes are elevated over I-82 before merging with I-82 on the US 97/I-82 on-ramp.

I-82 consists of an at-grade, four-lane, divided roadway with a posted speed limit of 60 mph. The ramps associated with I-82 consist of one travel lane with a posted speed limit of 40 mph. The I-82 eastbound off-ramp to US 97 southbound is elevated to cross over Wide Hollow Creek, Main Street, BNSF Railway, and Ahtanum Creek. The I-82 westbound on-ramp from US 97 northbound is also elevated to cross over I-82. The I-82 eastbound on-ramp from Main Street southbound has direct access to I-82, where the I-82 westbound off-ramp to Main Street northbound is elevated to cross over I-82.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The project area is not currently served by public transit; however, the nearby City of Yakima provides public transit.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project will not add or eliminate any parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project will not require any additional transportation improvements beyond the proposed project.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

A BNSF railway corridor is located south of the project area, and the project area is in the flight path of the Yakima Air Terminal. However, the project will not use these transportation resources, nor will it use water transportation resources.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The project will not generate increased traffic trips once construction is complete. There will, however, be a temporary, minor increase in vehicle trips by construction workers and material deliveries/removal while the project is being constructed.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with, affect or be affected by the movement of agriculture and forest products.

h. Proposed measures to reduce or control transportation impacts, if any:

During construction, short-term detours around the project area may be required in order to construct the new single-lane US 97 bridge that will cross over I-82. WSDOT will conduct outreach and provide notice to public services, area residents, and area businesses of potential transportation impacts.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The project will not result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable.

16. Utilities [help]

a. Check utilities currently available at the site:

☒electricity

☒water

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

A new VMS will be installed within the project area, and Pacific Power will provide the electricity to power the sign. No other utility-related activities are anticipated within the project area.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

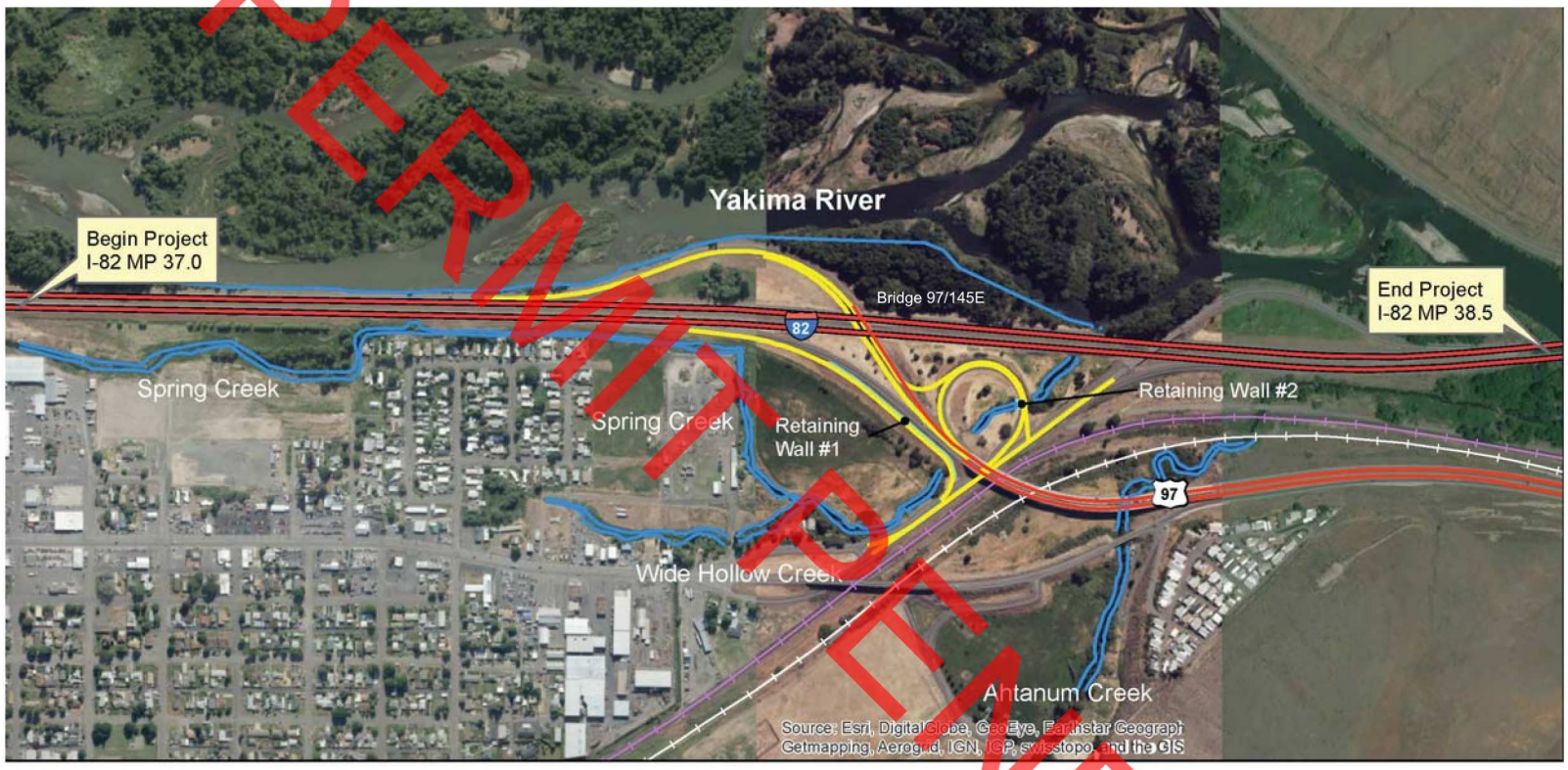
Signature: William Sauriol

Name of signee: William M. Sauriol

Position and Agency/Organization: WSDOT SCR Environmental Manager

Date Submitted: April 5, 2018

ATTACHMENT



Legend

- Streams
- Alignment
- Retaining Walls
- Abandoned Rail (white)
- Active Rail

N

0 270 540 1,080 1,620 2,160 Feet

Washington State Department of Transportation

I-82 S. Union Gap Interchange - Construct Ramps